

Chicagoan, 14-May-1938
(contributed by Bob Haben)



Another



New

**Streamlined
Service**

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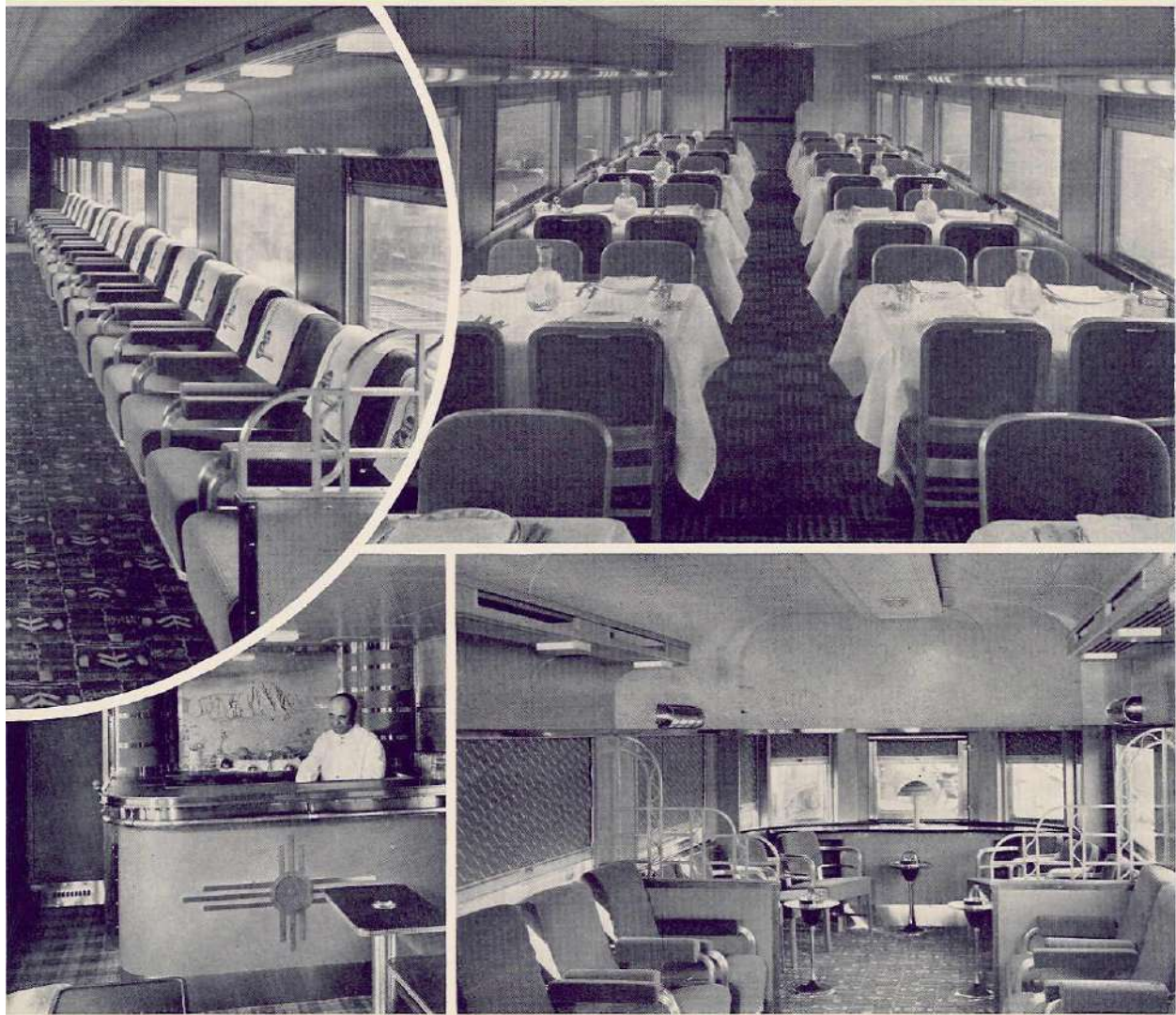
for **Fastest, Finest, Most Convenient**
Between Chicago – Kan



Santa Fe **Chicagoan** •

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**and Economical Daily Service Ever Offered
Kansas City - Topeka - Wichita**



Kansas City

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With These Superb New Fliers, Santa Fe Adds 2 More Streamliners

To America's Greatest Fleet of Ultra-Modern Trains

● For years there has been a demand for swifter and more convenient daily rail service between Chicago, Kansas City, Topeka, Wichita and intermediate points . . .

It is Santa Fe's privilege to meet this demand with *The Chicagoan* (No. 12 eastbound) and the *Kansas Cityan* (No. 11 westbound)—two superb new trains streamlined in stainless steel, the last word in modern train design.

Speed

The speed of the schedules given the new trains will be apparent from a glance at the timetable shown in the next column. East or westbound, the time between Chicago and Kansas City, 451 miles, is but 7½ hours; between Kansas City and Wichita, 4 hours; between Chicago and Wichita, 663 miles, only 11¾ hours.

Convenience and Economy

Business men in Chicago, Kansas City, Topeka and Wichita naturally have been quick to grasp the advantages of this new service for trips to or from the many important points along the actual route of the new trains. Its convenience is not confined to this area, however.

The Chicagoan and Kansas Cityan permit the fastest schedules yet available, in both directions, between Kansas City, and many Kansas points, and a vast business territory north and east of Chicago to the Atlantic coast.

To economy in time, *The Chicagoan and Kansas Cityan* add economy in actual travel dollars. Only low-cost coach fare tickets are required, except in the parlor-observation cars, where first-class tickets are necessary. There is no extra fare.

Smooth Power • Beauty • Comfort

The *Chicagoan* and *Kansas Cityan* are twin trains of stainless steel, drawn by 1800 H.P.

SCHEDULES

Westbound		Eastbound	
The Kansas Cityan		The Chicagoan	
9:30 AM	Lv... Chicago	Ar.	9:30 PM
10:13 AM	Lv.... Joliet	Ar.	10:36 PM
11:00 AM	Lv... Streator	Ar.	11:44 PM
11:35 AM	Lv.. Chillicothe	Ar.	12:05 PM
12:17 PM	Lv.. Galesburg	Ar.	12:24 PM
1:10 PM	Lv.. Ft. Madison	Ar.	1:37 PM
2:40 PM	Lv... La Plata	Ar.	4:15 PM
5:00 PM	Ar.. Kansas City	Lv.	2:00 PM
5:15 PM	Lv.. Kansas City	Ar.	1:45 PM
5:56 PM	Ar... Lawrence	Lv.	1:02 PM
6:25 PM	Ar... Topeka	Lv.	12:33 PM
7:29 PM	Ar... Emporia	Lv.	11:28 AM
8:38 PM	Ar... Newton	Lv.	10:20 AM
9:15 PM	Ar... Wichita	Lv.	9:45 AM

f Flag Stop

Diesel-electric locomotives. Each includes a baggage car, 3 ultra-modern 52-seat chair cars, a cocktail lounge combined with a 26-seat chair car, a 48-seat Fred Harvey diner, and a 34-seat parlor-observation car.

Throughout the trains, air-conditioned from end to end, beauty, comfort and personal convenience have been stressed in interior decorations, fine lighting, sponge-rubber cushioning of all seats; deep carpeting, broad windows, and spacious toilet-lounge rooms.

In this Santa Fe year, we take keen pleasure in presenting to you *The Chicagoan* and *The Kansas Cityan*, and the new and improved service they have made possible.

R. P. Saccub
Passenger Traffic Manager,
Santa Fe System Lines.

Chicago, May 14, 1938.

1938 is a Santa Fe Year